



## Inspector's Daily Report

IDR Sheet	1	of	1	Sheets	Final Record Book	Page
Contract	C-7852			Day	Monday	
				Date	August 9, 2010	

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

I arrived on-site around 3:00 pm and met with Brad Schut. Brad indicated that the drill pattern at approximate station LW 1333+50 was different than previously submitted. I stated that the Region was waiting on a resubmittal that approved this drill pattern. At that time we were unsure if there was going to be a blast later tonight.

Brad indicated that the Type H rock bolts were being drilled at Jenkins Knob and grouting would take place in the morning and testing would take place Friday morning. I indicated that the contractor needed to conduct and pass a performance test as per the contract special provisions. This testing generally needs to occur before production rock bolting since the performance test is used for rock bolt design acceptance. If the performance test results in a failed test all production any rock bolts that have been installed, prior to this test, are at risk of rejection..

Mucking was continuing on the west end of the project and would be ready for a lift inspection tomorrow.

I drove to the Hyak office to check in with Jerry Wood and ask if there was any indication if there was going to be a blast tonight. He indicated he did not know about tonight's blast but would call with any information.

Both Brad and Jerry called around 5:30 pm and indicated that a new blast plan was submitted and approved and the blast would occur as scheduled.

The highway was closed around 8:00 pm for the blast. The blast was successful with good fragmentation. There was little fly-rock; however, the small amount of fly-rock did travel up to 600 to 700 feet from the blast location. Following the all-clear horn, I inspected the blast location and most of the blast material remained on the bench with the majority of the blocks less than 18 inches in diameter.

The highway was cleared and opened to the public around 9:00 pm.

I left the site at 9:00 pm.

Michael P. Mulhern